

# Articles On Burlington.

Read By Five Young Ladies at Burlington Graded School Monday Night April 27th, in Contest for Prize given by Chamber of Commerce. Miss Kathleen Strickler was the Winner of the Prize.

## BURLINGTON, N. C.

By Miss Kathleen Strickler.

Just twenty-eight years have passed since this city of ours was first named Burlington. Many of our citizens still remember that event and they love to boast with pride about the rapid progress we have made since 1886. Then, we were scarcely more than a thickly settled country district, almost all the business and residential sections of today being little more than woods and broom-sedge fields. Today, we are one of the leading manufacturing centers of the State.

Now, this rapid growth and progress of Burlington is due primarily to three great factors: 1st. Its favorable location; 2nd. Its great commercial advantages; and 3rd. Its unrivalled manufacturing enterprises. Let us glance at each in turn.

Burlington is situated in the beautiful Piedmont Section of North Carolina and possesses the delightful, healthy climate for which this section of the State is famous. The country around Burlington is noted for its agricultural pursuits. The soil is rich and when given proper cultivation yields good crops of grain, cotton, tobacco and many kinds of vegetables. All kinds of fruits do well here. Another great advantage to Burlington is its location on one of the main lines of the Southern Railway.

The second great factor in Burlington's development is her commerce, as a commercial center she is unsurpassed by a city of her equal size in the State. A large amount of country trade is a good market here. The country people know they can get better prices for their products in Burlington than in any other local market.

Another great factor in Burlington's development is her manufacturing enterprises. The city has a long and successful history of such enterprises. Cotton, woolen and hosiery mills, and other manufacturing concerns, have been established here. The first cotton mill was built in 1886. Since that time the number of such enterprises has increased rapidly. The city has a large and growing population, and the demand for goods is constantly increasing.

The large amount of tobacco grown in the country surrounding Burlington has made it necessary to establish a tobacco market here. We now have three large warehouses and the market grows stronger and more lucrative every year. Because of the richness of Burlington and the high prices paid, the farmers have been glad to patronize the home market and thus save themselves the long haul to Winston-Salem, Durham or some other distant market. In bringing a large crowd of people to Burlington every year the tobacco market has greatly increased the commercial importance of the city.

The two banks of Burlington are the pride of the people; not only are the buildings beautiful, but what is greater in a commercial sense is the fact that the banks themselves are strong and provide a safe place for the people's money. About three years ago the Alamance Loan & Trust Co. of Burlington, organized what was called a "Christmas Savings Club." This has indeed proved a great blessing, for it has taught the people the value of saving the small amounts. This year the other bank, The National, has organized a similar club, and thousands of dollars that otherwise would have been wasted are now being saved.

But the greatest strength of Burlington and the deep underlying cause of her rapid development lies in her manufacturing enterprises which consist of cotton mills, knitting mills, dyeworks, finishing mills, a sewing room, and a coffin shop. The four large cotton mills located here form the real backbone of the city. Their owners are constantly adding new machinery and trying to improve the mills in every possible way. These mills furnish a sure market for all the cotton grown around here besides a great deal shipped in from other places.

Next in importance come the knitting mills, these are also modern and improved and there are six located here. Then come the dyeworks and the finishing mills. By the aid of these two mills all the work connected with the manufacture of cloth and hosiery can be done here. The fact

that all this can be done at home is a great help because it not only saves the cost of shipping the goods to a mill in another city, but it also gives employment to more people right here in Burlington. The Sewing Room which is engaged in the manufacture of overalls is another important industry. The Coffin Shop which is located here is the largest in the State and has a State-wide reputation. All these several manufacturing enterprises furnish daily employment at good wages for hundreds of men and women, and it is largely through them that we have been able to grow and expand as we have.

As more people have come to Burlington and as the industrial and commercial life of the city has been built up and increased the people have added beautiful churches and residences and organized a splendid Public School System. There are nine different religious denominations represented here. The pastors of these churches are all earnest Christian men and they all have the welfare of Burlington at heart. Whenever a proposition is started which seems to be for the betterment of Burlington, you are sure to find every one of them doing his best to bring it to pass.

As the business life of the City has prospered and expanded the citizens have built many handsome residences. Nothing improves the looks of a city so much as beautiful homes surrounded by lawns, well kept lawns, and well planted gardens. People to whom it is a pleasure to live in a beautiful home as the City of Burlington. The City of Burlington was a great deal to this organization. Its members are constantly working to improve the appearance of the city. At the last of the citizens of Burlington were in appreciation of the fact that they have a beautiful and well planned city.

The City of Burlington has a long and successful history of education. The first school was built in 1886. Since that time the number of schools has increased rapidly. The city has a large and growing population, and the demand for education is constantly increasing. The city has a large and growing population, and the demand for education is constantly increasing.

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In twenty-eight short years, the people of Burlington, North Carolina, have succeeded in building up such a city as I have described. Does any one dare to say what we can do in twenty-eight more? The people through the press and other agencies of communication are already demanding a new, more up-to-date school building, a Government building for the post office, a hospital, and other modern improvements. Do to do all these things we need more citizens, citizens who are progressive in the true spirit of the word, citizens who will help us to idealize our dream for our city. To this end we cordially invite all who desire a beautiful home, pleasant neighbors and good business opportunities to COME TO BURLINGTON.

## BURLINGTON, N. C.

By Miss Miamie Mary Ellis.

Somewhere back in the sixties, before the Civil War, there was a little dot on the map of North Carolina known as Company Shops. Before the railroad was built through here it was a long stretch of rich and fertile, but uninhabited land. It was situated in the northern section of North Carolina and abounded with deep forests of rich timber and many wild game, fields of tall grass and bushes lay scattered between the strips of woodland. No one saw in this wild uncivilized land the splendid prospect of a great and powerful city; no one journeying through this region as farsighted as he might be, dreamed of it ever being the site of a beautiful city.

In the year 1855, President Charles Fisher of the North Carolina Railroad saw in this land a good location for a railroad. He had been looking about for some time for a good, desirable place through which to build a railroad connecting Goldsboro and Charlotte. At last his eye fell upon this land. He saw here a good place for repairing shops and perhaps he saw the possibility of it sometime becoming a great city. He sent cap-

able surveyors down to study the location and to see if the land was such as he desired. The surveyors came, carefully studied the ground, and not only saw an admirable situation for a road but also saw a favorable outlook for a strong city. They wondered perhaps why such promising fields for wheat and tobacco had been so long overlooked. It was a land of promise. Thus, with many promises and many compliments for the country, they returned and handed in a very satisfactory report. Mr. Fisher by their advice bought the land for thirty acres around and secured the lease for an indefinite number of years. With a few misgivings as to the wisdom of the act he placed here one of the most important routes. The land had to be graded and many trees felled before the road could be built. In order to push forward this work Mr. Fisher had stationed here as President, Secretary and the Chief Engineers of the work. In the year 1857 the work was finished, the road was built and it was now possible to travel from Goldsboro to Charlotte without interruption. Near the railroad a few repairing shops were sprung up. From these shops the land derived its name, Company Shops. As the traffic grew through here naturally people's attention was drawn to this region. They saw suitable land for farms and homes. They came reluctantly at first as though unwilling to trust their fortunes here. But one by one families moved in and around the land owned by the railroad. But the president held lease in his pocket for a few years before he sold or to rent any of this land, but he consented to let a few families to move in and make homes. One by one they came and made their homes with the aid of the railroad and the work of the railroad was built. The land was tilled and planted from larches and trees to be grown of corn, wheat and tobacco. A little here and there by Mr. T. R. Simpson was sold to the people. And from this land presented the appearance of a picturesque little village. The houses were scattered and there was no communication passed between the inhabitants, and the building up of the town was neglected for a few years.

As the years passed a little church was built and is now known as "The Old Union Church." A little one-story building was raised near this church and almost bursting with pride at the important name "postoffice" attempted to carry out its mission, with the aid of its Postmaster, Mr. Thomas Starns. These buildings constituted the business section of Company Shops.

For about thirty years this little village was contented to live an unrecognized, unrepresented existence. They seemed to care nothing for the outside world only working diligently on their land. But such perfect harmony and peace could not remain long in such a growing country and soon a desire arose in the hearts of the people for a different name. Why should they not be recognized as a town? Were they not as large as the county seat, Graham? Should they permit the world to suppose that a few shops composed their town? Not they would be represented in government, acknowledged by the world. These were the enthusiastic thoughts that rang in the heads of the people.

The question was handled, discussed and argued until in the year 1886, the matter was placed in the hands of a committee. This committee was composed of Mr. W. A. Irving, Mr. Murphy, a schoolteacher, and several other prominent citizens. After much argument about different suggestions, Mr. Murphy proposed the name "Burlington." The committee was satisfied with this, and after a popular vote had been received from the people, the question was submitted to the State Legislature at Raleigh. The Legislature also considered the matter thoroughly and in the year 1887 our land was written in the records of North Carolina as Burlington, then and forever more. With what pride the citizens took up their new name! With what joy they called themselves "Burlingtonians."

And with the new name came a new life for the people. The population leaped from several hundred to a thousand. And in the year 1890 the census taker handed in the proud report of one thousand seven hundred and sixteen citizens of Burlington.

Several stores were built and roads planned. Three or four small factories were raised by Messrs. Gant, Lawrence, Irving and James Holt. They were known as The Tanyard, Worth & Co., and a few others. These were improved from time to time and are now Aurora, The Plaidmills and Elmira, Bellevue, Lakeside, Hosiery Mills, several knitting mills, and a coffin factory have since been added to them. These now constitute the manufacturing section of our town and rank as high as any cotton or any other mills in the State. The new president of the railroad saw this land becoming a city and realized that the repairing shops no longer belonged here for a short while after the name was changed, he moved them to Spencer, N. C. Upon the removal of these the responsibility of the town fell no longer on the railroad but on the shoulders of the citizens. It was a heavy load, but they bore up nobly under it and well might their names be praised for they've made our town what it is.

In the year 1890 Burlington claimed three thousand six hundred and twenty-two citizens, and naturally with such a population the people began to improve their town. The roads were put in a better condition and many more were built. In the year 1899 the first macadamized road had been built, and the people observing the better conditions, had built all the main roads similar to it.

In the year 1894 Mr. Giles Melbane, from Greensboro, had succeeded in establishing the telephone in Burlington. This kept the people in constant communication and bound them by a closer tie.

In 1904 electric lights were established in Burlington and a powerhouse was built. The citizens were slow to take to this at first but soon the people were stored away in the garrets and the lamps hidden in dusty corners while the electric lights reigned supreme. The waterworks followed the introduction of electricity and soon our town was torn up nearly, by numerous ditches being dug for the laying of the water-pipes. And now the chains rust in the wells and the little spring gurgles in vain for the water used by the majority of the citizens comes through pipes from a reservoir.

But while these modern improvements were taking place our buildings were not neglected. The little business section near the Union Church had long since fallen into decay and a new busier one had been formed in a direct line to the south of the old company shops. The stores were all built in a stronger fashion and were filled with the best material. A better school building had been erected facing the railroad. Several hotels offered rest to travelers journeying through our town.

This has been the growth of our town in fifty years. It is a record of no one need be ashamed. And it is a record on which the old citizens look back with pride.

But now, how ranks our town now? Has it improved or has it diminished in power in the last few years? The former, any person in North Carolina will declare that. It no longer occupies a mere dot on the map of North Carolina, but holds an important place there. It stands in the eyes of the world as a busy, productive town. Its educational advantages are the very best in the county and rank as one of the highest in the State. It has a population of five thousand, eleven hundred of which are enrolled in the graded schools. It has a stirring business section with the trade of Alamance centered in it. It has five or six blocks of busy, well-qualified stores, several beautiful banks with good capitals and long experience. Several splendid hotels with good reputations are situated here. The tobacco from all over the county is brought and sold in our warehouses. One of the most important railroads of the United States runs through here, The Southern Railway.

We are not the largest city in the State; we are not the most beautiful city in North Carolina, and we can not boast of riches and immense population, but we can offer any one who desires it a happy home in a joyful little town. And we can boast of our growth for with all our modern improvements, with all our past record, I defy any one to say that Burlington is not one of the most—if not the most—progressive towns in the State.

But Burlington is not at the height of her ambition. She is not content to remain the medium-size town she is. She will plod steadily forward toward her goal until sometime in the near future she will be written in the records of North Carolina one of the leading cities in the State. I can see her as she will be then, with beautiful mansions in the place of the two-story structures now. In the place of the scattered homes on the borders of the town, in the place of surrounding woods that still remain, people will be thickly settled. I can see her when, by a mighty sweep of the law, the town is free from all the whiskey, saloons and all vice, when every man, woman and child assist in the uplifting of the town.

Then our people will be proud to stand and point out land to strangers saying, "this is my native home, Sir, the best little city in the land, Burlington."

## BURLINGTON, N. C.

By Miss Lucy Brown.

Every town has to have a beginning, and a day of small things. Burlington likewise had such a day. Let us glance back at its early history and compare it with today and see the remarkable progress it is making.

At the Session of 1848, the Legislature chartered the North Carolina Railroad. It was begun in 1850, and the tracks came together between Greensboro and Jamestown, April 15, 1856. The people of Alamance County gave the company six hundred and forty acres of land, provided they would locate the shops in this section, and this being the nearest midway point of the road between Goldsboro and Charlotte, the two terminal points, it was decided to locate here.

Burlington was called "Company Shops" in 1848 because it was the headquarters of all the transportation and mechanical department. The grading and the preliminary work for the shops were begun in 1855 and finished in 1858. Major Gimm was chief engineer of the railroad and Charles L. Fisher was president, who being killed at the battle of Manassas, Thomas Willb was elected to fill the vacancy.

When the shops were completed sufficient houses had also been erected to accommodate the employees. The first one was between the Shop Buildings and the Burlington Lumber Co. It was called "The Bolingbrook." The row of brick tenements on the north side of the road were the first permanent dwellings. But the first private dwelling was built by J. G. Moore on the site where Lawrence Holt now lives.

The road was finally leased to the Richmond & Danville Railroad. The shops were moved and the lots sold to parties living in the vicinity and to new comers. The citizens wanted a name for their town as it was no longer "Company Shops." And in January, 1887, it was decided to call it "Burlington" and it remains "Burlington" to this day.

The town sought to increase its educational advantages and the first school house was located where the Cardwell Building now stands. It was built and utilized both for church and school purposes. Dr. Wilson, who conducted the Melville School for Boys, in the Hawfields section, was pastor and held services once a month. This school was finally given to the negroes and was moved to the present site of the Christian parsonage. Later it was moved and located on the lot where now stands the "Calaboose." Services were also held from time to time by the different denominations in the Union Church, which the Railroad Company had erected for the benefit of its employees and their families. The different denominations finally built churches of their own. The first churches built were the Episcopal Methodist and Lutheran, respectively. The Presbyterian, Baptist and Christian were all built about the same time.

Eventually the town began to grow more progressively and Mr. John Q. Gant built a tannery where the Coffin Factory is now situated. About the same time J. A. McCauley, J. A. Turrentine, W. H. Turrentine manufactured smoking tobacco in a building where the Alamance Loan & Trust Company is located.

The next step in manufacturing was the Lafayette Cotton Mills, built by Peter Holt, which ran awhile and was sold to Lawrence Holt, who ad-

ded to it and changed the name to "Aurora Cotton Mills." The Plaid Mills was built during 1880 to 1883 by Lawrence Holt, Banks Holt, W. A. Erwin and W. H. Turrentine. The Elmira was built by W. L. and E. C. Holt. Next was the Windsor Cotton Mill, built by James and Will Holt. It is now called "Bellevue Mills." James Holt also built the Lakeside Mill. Soon after Lawrence Holt had bought the Aurora Mills, the Burlington Coffin Factory was established. The lumber plant owned by G. W. Anthony & Co., began operation about this time.

During all these years the people had not had any suitable burying grounds, but in 1889, the Pine Hill Cemetery was laid out and the first body interred was the wife of Dr. G. W. Stafford.

The first store house was located where the National Bank now stands, built by Daniel Worth, afterwards occupied by A. McCauley and later by William and James Holt. But it was soon destroyed by fire.

Finally Burlington began to make more municipal improvements. Electric lights were installed in 1902, and also waterworks.

In the suburbs, Burlington has one of the latest and most up-to-date power plants in the State, which is expected to furnish light and mechanical power not only for the city, but for distant towns. It has in successful operation a number of banks, several large trust companies, and many cotton mills. It has some able financiers and noble minded citizens. The town is also developing as a tobacco market, and known far and wide for its sales-tales.

Notwithstanding the advancement it has made, we cannot close our eyes to its present needs. Among these are greater educational facilities, such as a modern well-equipped school building, greater civic pride, well paved streets and thoroughfares, to take the place of the unsightly, uncleanly, muddy roads, which are a disgrace to the town and a menace to the public health.

## BURLINGTON, N. C.

By Miss Rosa Lee Brannock.

About fifty or fifty-five years ago the present City of Burlington was known as Company Shops. It took its name from the railroad shops that were located here, at that time there were very few places of business, manufacturing establishments and residences.

Until 1856 there was not even a railroad running through Company Shops, but during the same year they built one called the Southern Railway and in the month of May, the first locomotive engine came running through.

In 1887 the name was changed from Company Shops to the present name of Burlington; at that time there were a few grocery and dry goods stores, about three or four cotton mills one tobacco warehouse, and no church, known as the Old Union Church, in which all denominations worshipped and held Sunday school. The old church is still standing and is used by the Primitive Baptists as a place of worship.

In 1890 the big department store of Jos. A. Isley was erected, which is the largest department store in the town.

Along in 1891, 1895, 1899, 1900 there were not any good schools here to educate the children or the coming generation, so in 1900 the townsmen or citizens were thinking of a better way in which to educate their children, and the play they thought of was to have a graded school. So in 1901 what is known now as the City Graded School was erected at the place it now stands. We started with only a few students and teachers but now we have grown so large that we have twenty-two teachers and over one thousand children (white and colored) in the graded schools.

The city has electric lights and city water which was started only a few years ago. Up until this year we had only a small light plant, but in 1913-1914 they have erected a new power or light plant which is one of the finest and best equipped in the South.

We also have telephones, telegraph offices, and banks, First National and Alamance Loan & Trust Co., which were begun some years ago.

POOR